

Freeway-Ramp Row Pits Quarry, UDOT

By Christopher Smith
THE SALT LAKE TRIBUNE

PARLEYS CANYON — In a feud over access to a rock quarry founded by Brigham Young's son, state construction crews are ripping out makeshift freeway ramps leading from Interstate 80 to the gravel pit.

Owners of the quarry met Monday with representatives of the Utah Department of Transportation (UDOT) and the attorney general's office to argue their claims of unrestricted I-80 access. Attorneys for **Rock and Roll Land Co.** warned UDOT Director Craig Zwick in a Sept. 29 letter that unless gravel trucks were allowed to use the maintenance access ramps, it would sue the agency for at least \$2.5 million in lost business.

But UDOT hasn't flinched.

Monday, state crews finished tearing out the westbound ramp leading to the **Parleys Canyon Aggregate Co.** gravel pit. And UDOT District 2 Supervisor Gene Sturzenegger said the eastbound ramp will be removed as soon as he receives the OK from the attorney general's office.

"Our maintenance crews put those ramps in there about four years ago without formal approval and it's my feeling it would be best to remove them," he said. "We don't agree they have a right to access. That's a federal aid road and we have some safety obligations to consider."

State highway officials fear loaded gravel trucks entering the freeway from the short ramps will endanger motorists buzzing through the winding canyon.

The gravel ramps have been used periodically for turnarounds by UDOT maintenance trucks clearing snow in the canyon. The UDOT trucks traveling

downhill use the westbound ramp to access an overpass through a locked gate, then re-enter the freeway via an eastbound ramp.

Gravel-pit operators want to use the ramps for hauling rock to construction projects in the Park City area, located east of the pit. Existing, approved access to the quarry is limited to trucks traveling into the pit eastbound and exiting westbound. To exit from the pit and travel east up the canyon, gravel trucks must currently take a roundabout path downhill to I-215 before returning eastbound on I-80. The route leads trucks in front of Eastwood Elementary School, 3305 S. Wasatch Blvd.

Rock and Roll Land Co. officials claim UDOT is ignoring documentation that they say proves the gravel pit has a contractual right to easy access for up-canyon projects. And the agency's decision to simply tear out the ramps is a childish attempt to avoid losing the argument.

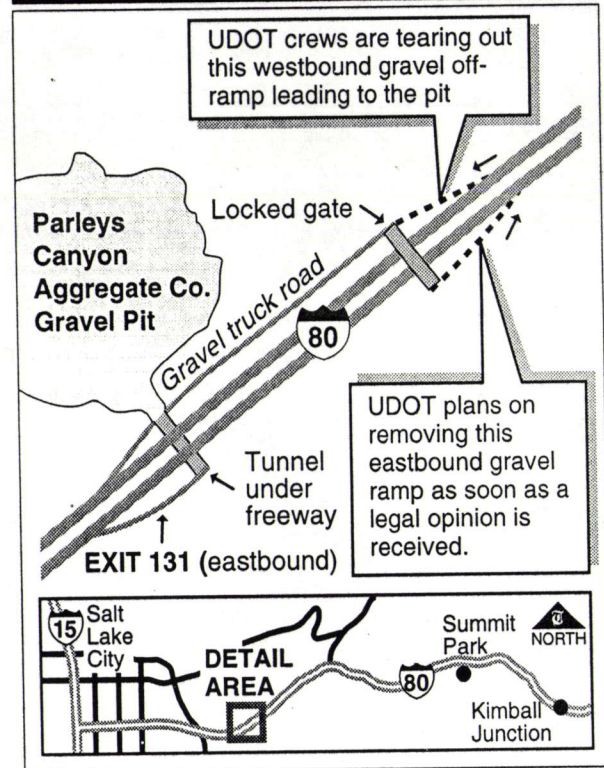
"They're taking it out just to spite themselves," says **Ira Sachs**, the colorful Park City businessman and activist who owns the gravel pit. "Those ramps are used by their own people in the winter as a safe way of turning around snowplows."

Mr. Sturzenegger counters that UDOT snowplows can use the overpass at the Mount Aire exit just up-canyon from the gravel pit exit for a turnaround. He says he decided to remove the makeshift ramps at the gravel pit to avoid a double standard for freeway access.

"It's difficult for us to say it's not safe for somebody else to do it [use the ramps] and then have our own crews using it," he said.

In a potential compromise reached Monday afternoon, quarry officials say they'll drop their plans for

UDOT Removing Gravel Pit Ramps



a lawsuit if UDOT allows temporary eastbound access to I-80 when the pit is used for public projects. An agreement specifying the conditions is now being drafted.

"If we can work this out so the access can be allowed for a specific project in the public interest, in the spirit of the Arabs and the Israelis we're willing to call a truce," said Mr. Sachs.

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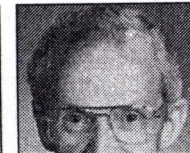


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Prudent or Obscene? Bountiful's \$30 Million Reserve Is Hot Issue for Debate by Two Mayoral Candidates

By Gail Newbold
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BOUNTIFUL — Bountiful
City's \$30 million reserve fund
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hotly debated issue this year with



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